

A Publication of the
BREMERTON NORTHERN MODEL RAILROAD
Kitsap Mall, Silverdale, Washington

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THE FLIMSY BOARD

Train No. 5 Vol. 50

<http://www.bnrmrr.org>

Issue: September 2025



BNMR is a 100% NMRA Member Club

Check your email and the website for news and updates about meetings, clinics, and clubhouse status.

FROM THE EDITOR'S DESK

Please consider submitting material, places or layouts you visited, railfanning, models you or others have built, etc., etc., (text or photos) for publication. Submit material to me at shepperd0718@comcast.net.

As mentioned in previous issues, the point of this club's newsletter is to provide a place to be presented to the members and for the members to share their efforts through words and photos.

Thanks!

Shep

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TRAIN TRIVIA

In the early 2000's, New York City disposed of how many old subway trains by sinking them in the ocean?

- ◆ 348
- ◆ 1,072
- ◆ 2,580

How many feet long does a Big Boy measure?

- ◆ 84
- ◆ 97
- ◆ 132
- ◆ 151

In the US, how often is a person or vehicle hit by a train?

- ◆ Every hour
- ◆ Every three hours
- ◆ Once every day

THE FLIMSY BOARD SUMMARY

Official Publication of the Bremerton Northern Model Railroad

The club is incorporated in the State of Washington as a non-profit and is recognized by the IRS as a 501 (c)(7) social club. We are a 100% National Model Railroad Association (NMRA) membership club.

FLIMSY BOARD STAFF:

Editor: Bob "Shep" Shepperd
Submit Contributions to: shepperd0718@comcast.net

Submittal deadline is the 30th of the month, publication date is the weekend after the business meeting.
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MEETINGS NOTICE:

General Business meetings are held as set by the President and, **until further notice, will be held on a quarterly basis** on the second Saturday of the quarter's month in our clubhouse at the Kitsap Mall in Silverdale. The meeting begins at 10 am.

Board meetings are held as set by the President **and, until further notice, will be held on a quarterly basis** the last Saturday of the month in our clubhouse at the Kitsap Mall in Silverdale. The meeting begins at 10 am.

Alternate dates will be scheduled when the meeting falls on a holiday.

"Social" Club Breakfasts are held at All Star Lanes in Silverdale starting at 8:30a.m. on the First Saturday of the month.

4D West Side Clinics, when scheduled, **will be held on a quarterly basis**.

OFFICERS:

President: Bill Hupé
Vice President: Jerry Enders
Secretary: Trish Williams
Treasurer: Bert Cripe
Directors: Mark Stephens
Bob "Shep" Shepperd
Jim Hochstein
Librarian: Tom Barrett
Web Site: <http://www.bnmrr.org>
Facebook: <https://www.facebook.com/groups/1988490354736510/>

TRAIN TRIVIA ANSWERS

In the early 2000's, New York City disposed of how many old subway trains by sinking them in the ocean?
2,580!

How many feet long does a Big Boy measure?
132 feet

In the US, how often is a person or vehicle hit by a train?
Every three hours.

BREMERTON NORTHERN MODEL RAILROAD CALENDAR

Note: All dates and times are subject to change - check webpage often for updates.

SEPTEMBER 2025

4th..... Thursday Open House 12 pm to 4 pm.
6th..... Saturday Social Breakfast Meeting at the bowling ally 8:30 am.
6th..... Saturday Open House 12 pm to 4 pm.
13th Thursday Open House 12 pm to 4 pm.
13th..... Saturday Business Meeting 10am.
13th..... Saturday Open House 12 pm to 4 pm.
18th..... Thursday Open House 12 pm to 4 pm.
20th..... Saturday 4D Westside Clinic 10 am. CANCELLED
20th..... Saturday Open House 12 pm to 4 pm.
25th Thursday Open House 12 pm to 4 pm.
27th..... Board Meeting starting at 10 am.
27th..... Saturday Open House 12 pm to 4 pm.

OCTOBER 2025

2nd..... Thursday Open House 12 pm to 4 pm.
4th..... Saturday Social Breakfast Meeting at the bowling ally 8:30 am.
4th..... Saturday Open House 12 pm to 4 pm.
9th..... Thursday Open House 12 pm to 4 pm.
11th..... Saturday Business Meeting 10am. CANCELLED
11th..... Saturday Open House 12 pm to 4 pm.
16th Thursday Open House 12 pm to 4 pm.
18th..... Saturday Open House 12 pm to 4 pm.
23rd..... Thursday Open House 12 pm to 4 pm.
25th..... Board Meeting starting at 10 am. CANCELLED
25th..... Saturday Open House 12 pm to 4 pm.
30th..... Thursday Open House 12 pm to 4 pm.

NOVEMBER 2025

1st..... Saturday Social Breakfast Meeting at the bowling ally 8:30 am.
1st..... Saturday Open House 12 pm to 4 pm.
6th..... Thursday Open House 12 pm to 4 pm.
8th..... Saturday Open House 12 pm to 4 pm.
13th Thursday Open House 12 pm to 4 pm.
15th..... Saturday Open House 12 pm to 4 pm.
20th Thursday Open House 12 pm to 4 pm.
22nd..... Saturday Open House 12 pm to 4 pm.
27th..... Thursday, THANKSGIVING
28th..... Friday Open House 12 pm to 4 pm.
29th..... Saturday Open House 12 pm to 4 pm.

SOME HISTORY OF THE NMRA ON THE WEST COAST

The National Model Railroad Association (NMRA) was formed on September 2, 1935 (in Wisconsin, USA, with its current headquarters in Tennessee, USA) and during its early years, the NMRA did not have regions. For the first nine years of the National Model Railroad Association, members lived in many areas across the United States but most of the membership was clustered in the northern mid-west and the east coast. Therefore, members on the west coast had to travel great distances to be part of national NMRA meetings and events.

Then during World War II (1939-1945), due to travel restrictions and the west coast members wanting to make it easier to travel to NMRA events, the NMRA decided to divide the United States into regions. In January 1943, west coast members created the first region of the NMRA called the Pacific Coast Region (PCR). Its formal constitution was adopted in June 1944.

Initially, the Pacific Coast Region was composed of the states of California, Arizona, Nevada, Oregon, Washington and Idaho. In 1949, the Pacific Northwest Region was chartered and the Pacific Coast Region became California, Arizona and Nevada. However, members of the Pacific Coast Region still had a long distance to travel for all its members to gather in one spot for meetings or events. In February 1952, the Pacific Coast Region proposed several options to its members on how they could divide the region into smaller areas. One of the options was to divide the Pacific Coast Region into five divisions. This option was chosen by its members in late 1952. Division 1 was comprised of San Diego, Imperial County and the state of Arizona.

Seeth L. "Corky" Thomson of San Diego (based in Pacific Beach) was appointed the first Superintendent of the San Diego Division. While it existed in name, the San Diego Division was not truly organized and didn't hold its first meeting until December 1955. At this meeting, George Walsh was elected Superintendent and Charles Underhill was elected Chief Clerk and it was agreed to hold the annual business meeting in March and two other social gatherings during the year. In late 1954, a constitutional amendment was approved creating Division VI to be comprised of the entire State of Arizona.

In 1982, it was decided to divide the Pacific Coast Region into two regions. It was proposed that one would be called the Pacific Central Region and other called the Pacific Southwest Region (PSR). However, at a NMRA Board Meeting at its main headquarters, it was decided to retain the Pacific Coast Region's name and to simply add one new name, the Pacific Southwest Region, as the new name of our Southern California region.

Modified from an article from the website:

<https://www.sandiegodivision.org/index.php/about-us>

This article was submitted to the editor by Bert Cripe

FROM THE EDITOR

Standard Gauge: 4'8 $\frac{1}{2}$ "

Four Feet Eight & One Half Inches.

Appears arbitrary; I wondered where it might have come from. Well, after a lot of research, I found out, more or less, the answer. It would take a book to really provide all the answers but the following is the gist.

Steam railway, of course, had its start in Britian, so that's where this story takes place. There is nothing that makes the 4'8 $\frac{1}{2}$ " gauge optimal. It is just the approximate gauge of the vehicles that George Stephenson (the engineer of the first practical common carriers) was most familiar with. The collieries (coal mines) of the vicinity where he worked had a network of horse-powered wooden waggonways – so spelled – connecting the mines with loading facilities. Specifically, the *Killingworth Colliery*, where Stephenson began his career, had a 4+ mile railway from the mine, called the *Willington Way*, used a 4'-8" gauge, which was a common road gauge in the area at the time. It had been that way since 1763 when it was built. In 1825, when Stephenson designed other railways, including the important *Liverpool & Manchester*, he uncritically used the 4'-8" gauge he had used before. It is not well documented, but it is thought that the additional $\frac{1}{2}$ inch was added in the 1830's to provide greater lateral play for the flanges when operating at higher speeds.

Because of the importance of access to the port of Liverpool facilities, the

gauge that the *Liverpool & Manchester* adopted (which was the one Stephenson used) became the standard rail gauge of Britian. Arbitrary or not, there is a historical (hysterical) story behind this number.

Now that's not to say this was the only gauge used. One monumental exception was on the *Great Western Railway*. Isambard Kingdom Brunel considered the 4'8 $\frac{1}{2}$ " grossly inadequate for speeds of 50 to 60 mph for passenger trains and felt that wider locomotives and cars provided the greater stability necessary. He specified and used an enormous 7 $\frac{1}{4}$ " gauge. He also used locomotives that were high-wheeled single-driver models.

The geographical differences of the lines tended to minimize the problem of direct competition since they only met at a single point—Gloucester. *Great Western* and *Birmingham & Gloucester* met here. It was considered by customers as a great inconvenience, even a nuisance. Shipments were typically delayed at least a day (although the delay was unpredictable) and was subject to breakage and theft.

In the end, this problem became such that a Royal Commission on the Gauge Problem was established in 1845. They recommended the 4'8 $\frac{1}{2}$ " be adopted as "standard" partly because additional lines were expected to be branches of the existing main lines and it was already so dominant. They required new construction to be at the new standard, but did not require conversion.

MORE “STUFF” FROM THE EDITOR

I am done designing my home model layout and want to start to build it. However, I first have to finish putting up the dry wall in the garage (where it will be located). That's not so bad—it's the taping, spackling, sanding and painting that I find hard. Anyway...

Having had a career as a forester (timberland manager) the layout includes an early logging operation. Though virtually non-existent now, using rail to transport logs to the mill was very common in the early days and was used right up to recent times.

When I worked in north Idaho, Potlatch Corp. was hauling logs by rail year-round some 50 miles to its mill in St. Maries (pronounced Saint Mary's) until about 2010 (I understand it's now a ‘scenic ride for tourists’). This line was originally laid as part of, what later became, the *Milwaukee Road*. The Potlatch Lumber Company established the *Washington, Idaho & Montana Railroad* (WI&M) and built the original between 1905 and 1907 to connect eastern Washington with the finest stands of white pine anywhere in the Pacific Northwest. Beginning at Palouse, Washington, their original plan was to access a mill at Elk River Idaho, and then access Montana. However, after disputes in Palouse, the lumber mill was built in Potlatch, Idaho.

However, before this plan was implemented, the company that became the Milwaukee Road built their line across the Rockies from Montana and through St. Maries ID and into eastern Washington. It then built a line from St. Maries through Bovill, Idaho, to Elk River, Idaho, effectively “cutting off” the WI&M. The WI&M did run some 50 miles from a connection with the Northern Pacific in Palouse, WA, to Bovill,

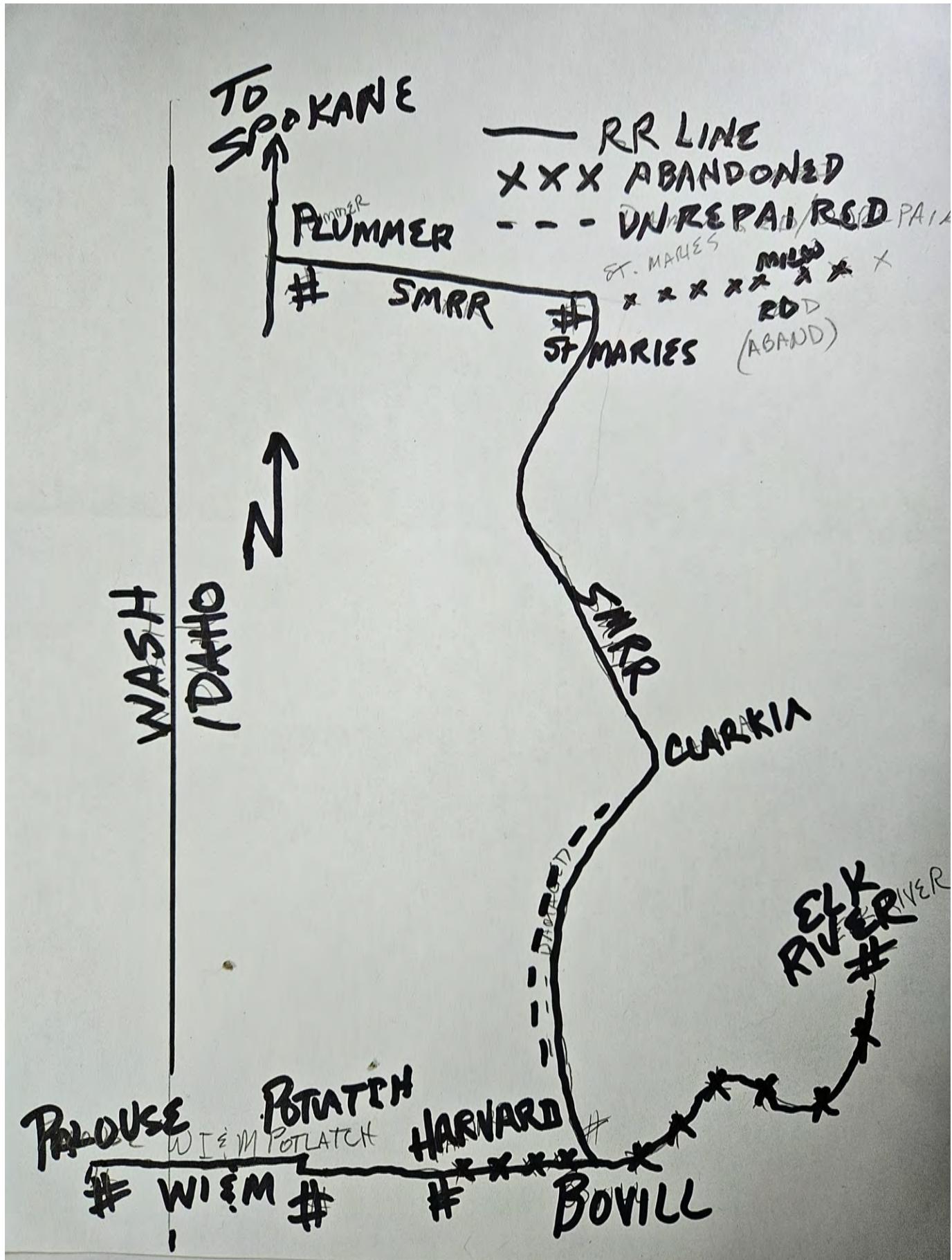
ID, where it met the Milwaukee Road.

In 1962, the WI&M became a subsidiary of the Milwaukee Road. After Milwaukee abandoned its lines west of Miles City, Montana, in 1980, the line became part of Burlington Northern before being spun off as a short line in the 1990s.

The line from St. Maries to Bovill was operated as the *St. Maries River Railroad*, which running from Plummer, ID, through St. Maries to Bovill.

On the following page you can find a map drawn (not to scale) of the area discussed in this article.

Well so much for that rabbit hole.



This area is about 45-70 miles SE of Spokane WA; 30-60 miles S of Coeur d'Alene, ID (not to drawn to scale)



St. Maries River Railroad (SMRR) Engine Number's 101 and 102 were their primary motive power.



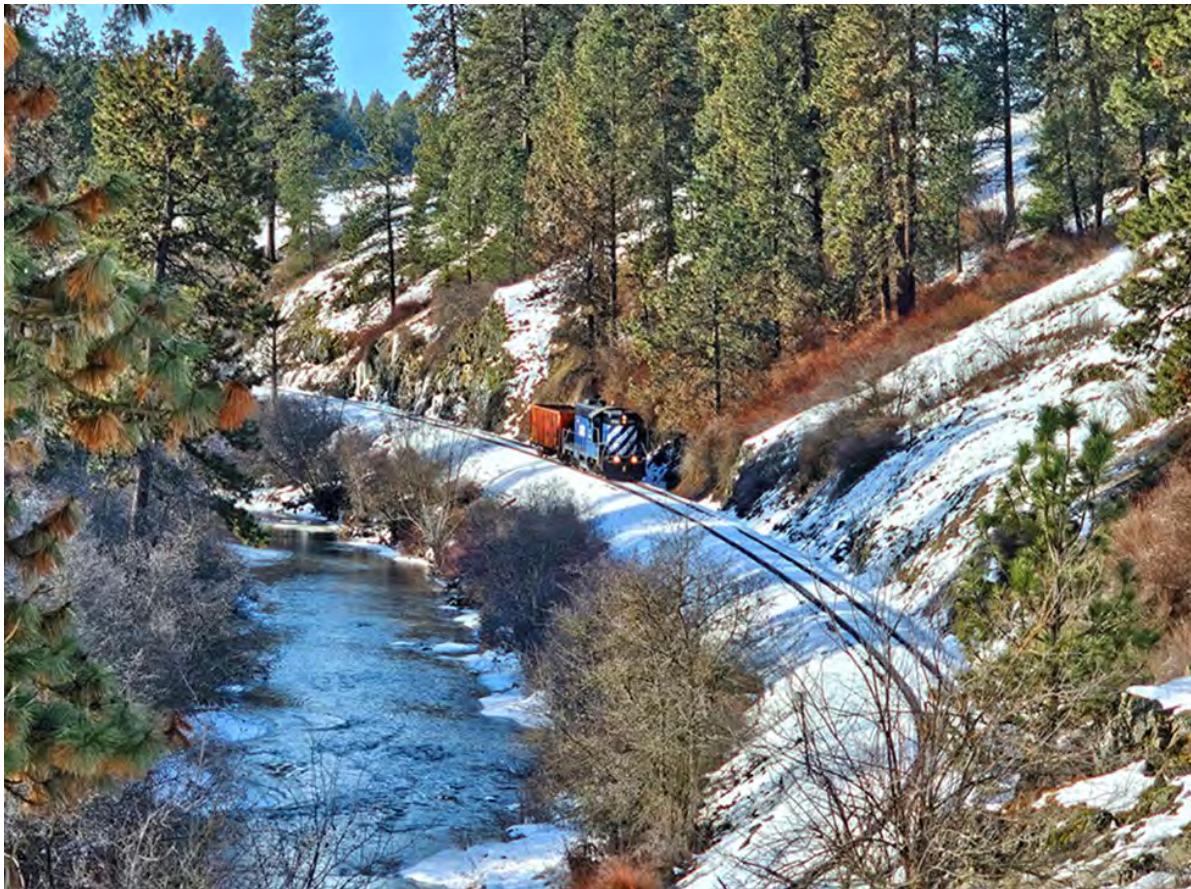
SMRR "yard" and engine house in St. Maries. They used a "Y" if engines needed to be turned.

Photos by Shep

Continued from the previous page.



Showing the newly restored station in Potlatch ID and its GP9 1838. Below is photo showing the first WI&M train traveling east to Potlatch, ID. February 2025.



Photos Courtesy of WI&M

Continued from the previous page.



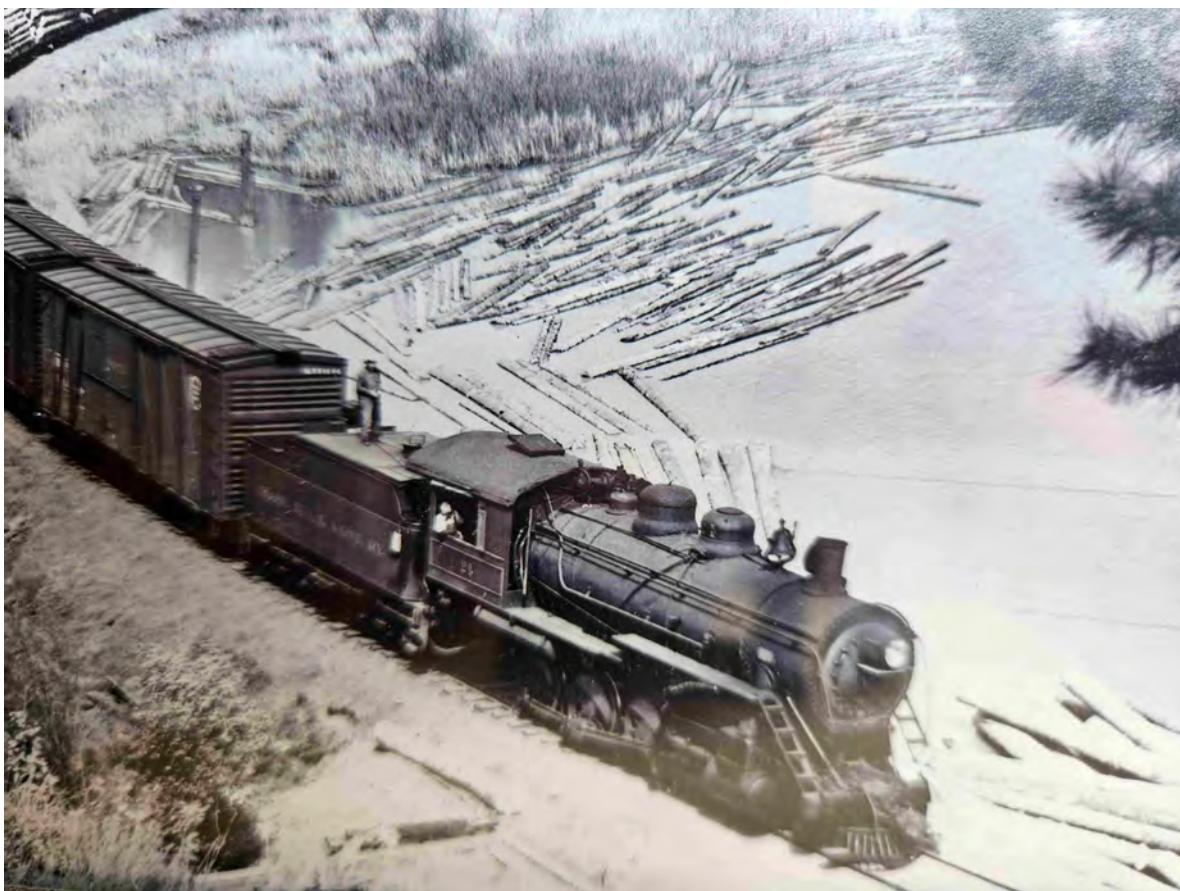
This is how the station in the picture above in Potlatch ID as it appeared in 2003. Compare it to the picture above. A lot of time, money, and commitment, yes?



Old but refurbished WI&M Engine Number 1 on display in Potlatch, ID in July 2003.

Photos by Shep

Continued from the previous page.



These are photos of WI&M trains running near Potlatch ID "back in the day."



Photos provided through the Potlatch Historical Society

UPCOMING EVENTS AROUND THE REGION

Visit the club website for updates: <http://www.bnmrr.org/upcoming.html>

Saturday and Sunday

October 4th (9 to 5) and 5th (10-4)

Lynden Lions Club

40th Anniversary Model Train and Toy Show

Northwest Washington Fairgrounds

Lyden, WA

Saturday and Sunday

October 18th (starts at 9am) and 19th (ends at 4pm)

Lewis County Model Railroad Club

Lewis County Model Railroad Show & Swap Meet

Southwest Washington Fairgrounds

1909 South Gold Street

Centralia, WA

Saturday

November 8th (9:30-4)

Boeing Employee's Model Railroad Club

Annual Swap Meet

Kent Commons Community Center

525 4th Avenue North

Kent, WA

In case you haven't already heard,
**The 4D and the Pacific Northwest Region (PNR) of the
National Model Railroaders Association**
will be hosting the
2027 NMRA Convention
in downtown Tacoma
August 10-15 2027.

Both the Tacoma Convention Center and several hotels have been contracted by NMRA HQ. Stay Tuned.

**Saturday, November 22nd, 10am to
4pm.**

**Longview, Kelso, & Rainier Model RR
Club**

Model Train & Toy Swap Meet

**Cowlitz County Event Center, 1900 7th
Ave, Longview WA**

Other Great Train Shows in 2026:

Boise, ID - Jan. 3rd & 4th

Ridgefield, WA - Jan. 10th & 11th

Puyallup, WA - Jan. 17th & 18th

Kennewick, WA - Jan. 24th & 25th

<https://www.trainshow.com/>

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for Events All Around the Nation:

Website: https://www.railserve.com/events/train_shows.html

